

# Transportation for Livable Communities

A Metropolitan Transportation Commission program  
to revitalize Bay Area neighborhoods  
through transportation investments



METROPOLITAN  
TRANSPORTATION  
COMMISSION

# Background

- The Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the nine-county San Francisco Bay Area.
- In 1995, MTC adopted a “Transportation-Land Use Connection” policy to encourage community planning and promote community-oriented transportation strategies for the Bay Area.
- In 1998, MTC created a special initiative called the Transportation for Livable Communities Program.

# Overview of TLC Program

## Purpose

- Link transportation investments with land-use decisions
- Forge partnerships with a diversity of community stakeholders
- Create transit-, bicycle-, and pedestrian-oriented projects
- Support livable communities

## TLC offers three kinds of funding assistance

- Planning Grants
- Capital Grants
- Housing Incentive Program

## Projects funded to date

- 51 planning projects at \$1.8 million
- 47 capital projects at \$39 million
- 31 HIP projects at \$9 million



**Stockton Street in  
San Francisco's Chinatown**



# Planning Grant Program

- Funds community planning, outreach, and conceptual design for transportation projects related to community development
- Grants range from \$5,000 to \$75,000
- Local match is required
- Project criteria emphasize community outreach, concept designs/plans that promote walking, bike, and transit trips, and connections to housing and mixed-use development
- Grant Cycle: \$500,000 in local TDA funds available for programming per cycle



**Community planning  
in Richmond**



**Public involvement  
in Sebastopol**

# Capital Grant Program

- Funds design and construction of streetscape and transit-, bike-, and pedestrian-oriented projects that are part of a larger community development effort
- Grants range from \$150,000 to \$2 million
- Local match of 11.5% of total TLC project cost is required
- Community planning must have been completed
- Project criteria emphasize community involvement, connections to housing and mixed-use development, and quality of project design
- Grant Cycle: \$9 million in federal STP, CMAQ, and TEA funds available for programming per cycle



**Coggins Square walkway  
to Pleasant Hill BART**



**Rendering of Unity Plaza  
in downtown Vallejo**



# Housing Incentive Program

- HIP grants awarded to local agencies that plan and build compact, transit-oriented housing
- Proposed housing must be within 1/3 mile of major transit station with service intervals of 15 minutes or less during peak commute times
- Number of units per acre determines total grant award:
  - 25 units/acre: \$1,000 per bedroom
  - 40 units/acre: \$1,500 per bedroom
  - 60 units/acre: \$2,000 per bedroom
- HIP funds are spent on TLC capital projects anywhere within the applicant's jurisdiction
- Grant Cycle: \$9 million in federal STP, CMAQ, and TEA funds available for programming per cycle



**New multifamily housing  
in Castro Valley**



**Housing at the proposed  
Dublin Transit Center**

**\*Additional \$500 per bedroom  
awarded to affordable units**

## **Examples of TLC Projects**





## Acorn-Prescott Neighborhood Transportation Improvements

Streetscape and pedestrian improvements along 8th Street to enable safe and convenient pedestrian access to bus stops, West Oakland BART station, and local shops and businesses

### Oakland Alameda County

Planning Grant: **\$50,000**

Capital Grants: **\$2.7 million**

Local Match: **\$353,000**





## **Concord BART Access Improvements**

New pedestrian walkways, BART plaza (with seating and directional kiosks), and "kiss-and-ride" area into Concord BART station

### **Concord Contra Costa County**

Planning Grant: **\$5,000**

Capital Grant: **\$500,000**

Local Match: **\$65,000**



## **Mahon Path**

Newly constructed Class 1 bike and pedestrian path along an abandoned rail line adjacent to Mahon Creek that connects downtown San Rafael to a major transit center

### **San Rafael Marin County**

Capital Grant: **\$550,000**

Local Match: **\$72,000**





## First Street Streetscape Improvements

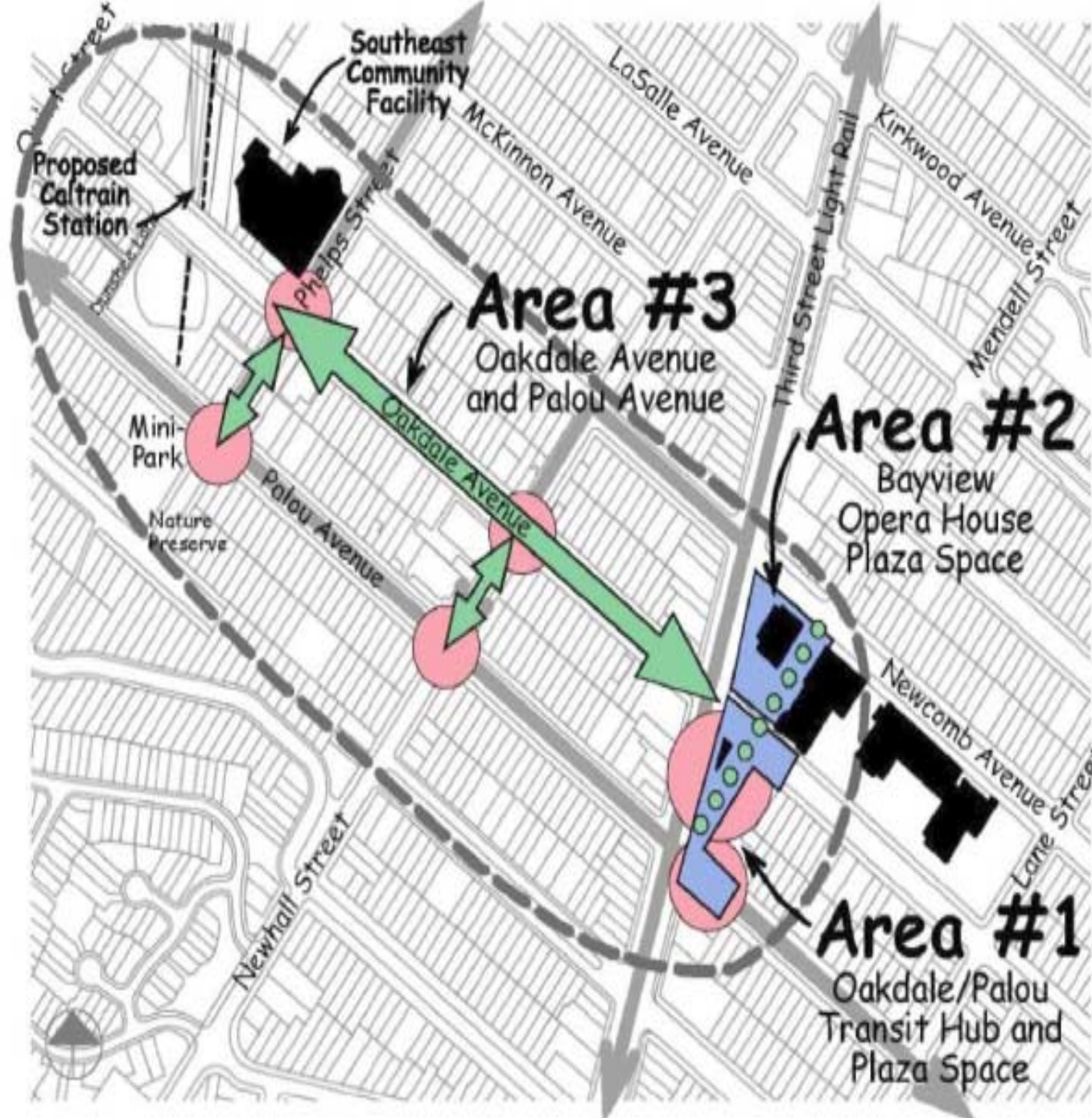
Streetscape improvements on First Street to link historic downtown Napa to the new American Center for Wine, Food and the Arts

### Napa Napa County

Capital Grant: **\$328,000**

Local Match: **\$42,500**





## Bayview Connections

New pedestrian, bike and streetscape improvements to link existing bus transit and planned 3rd Street light-rail station to retail, community services and cultural facilities in the Bayview Hunters Point neighborhood

## San Francisco City and County

Planning Grant: **\$50,000**

Capital Grants: **\$3.5 million**

Local Match: **\$453,000**



## Nugent Square

Planned Nugent Square mixed-use development with 39 affordable housing units near University Avenue — a major bus transit corridor



SIDE ELEVATION - BACKGROUND STREET ELEVATION / PARK STREET OPPOSITE END



REAR ELEVATION



FRONT ELEVATION - UNIVERSITY AVENUE

**East Palo Alto**  
**San Mateo County**

HIP Grant: **\$293,000**

Local Match: **\$38,000**



## **Ohlone- Chynoweth Commons**

Pedestrian connections from affordable 194-unit housing development to community and retail center at the Ohlone-Chynoweth light-rail station

**San Jose  
Santa Clara County**

Capital Grant: **\$575,000**

Local Match: **\$75,000**





## **Sereno Village**

Planned 125-unit  
affordable housing  
project adjacent to  
the Sereno Transit  
bus transfer facility

## **Vallejo Solano County**

Planning Grant: **\$40,000**

HIP Grant: **\$382,000**

Local Match: **\$62,500**

# RAILROAD SQUARE



## **Santa Rosa Downtown Pedestrian Linkages**

Newly constructed pedestrian connections between east and west sides of downtown Santa Rosa, historic Railroad Square, social service centers and future Food/Wine Marketplace

## **Santa Rosa Sonoma County**

Capital Grants: **\$900,000**

Local Match: **\$117,000**



# TLC Lessons Learned

- Local champions are needed to foster enthusiasm at the local level about promising project ideas.
- Partnerships between community, transportation providers, and cities/counties are critical in delivering high-impact plans and capital projects.
- Projects take time to plan and implement due to the special nature of community involvement, community development, institutional relationships and complex funding.
- Innovation and flexibility in design standards are necessary to create inviting pedestrian environments, safe bicycle travel, transit accessibility, vibrant downtowns and livable communities.

# Transportation for Livable Communities

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